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RECONSTRUCTION OF TRACKS ON ESTONIAN RAILROAD SYSTEM

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A little more than 2 years have passed since the Estonian Railroad System was liberated from the German usurpers who caused such tremendous damage to its track economy. In 2 years of persistent, unselfish labors the Estonian railroad workers have achieved important results in restoring and in strengthening track economy.

In this short time, the Tallin-Pyaskyula electrified double-track section has been restored. The entire length of track has been completely repaired with the laying of heavy-type rails, 1,600 crossties per kilometer, and, in curved sectors of the track, from 1,840 to 2,000 crossties per kilometer.

In especially run-down and devastated sections of the system, medium repairs on 675 kilometers of track have been carried out. The number of cross-ties was brought to 1,600 per kilometer, the gravel was completely renewed and an increase of 20-25 centimeters made in its depth beneath the ties.

About 150 kilometers of irregular lengths and types of track have been replaced. Almost all curved sections of the track with radii of less than 1,200 meters have been strengthened by bringing the number of ties up to 1,600-1,840 per kilometer, widening the ballast gradient, and replacing light rails with rails of a heavier type.

About 150 sets of new switches have been set up on crushed stone, and 276 sets of old switch beams and 253 sets of old switches have been replaced.

The track men of the System have themselves manufactured about

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300,000 ties and 350 sets of switch beams.

In 1946, a mobile tie-impregnation plant began operation. The impregnation of switch beams, as well as ties is being carried on. An enormous volume of work was carried out in reconstruction of bridges and pipe lines. During this period, 164 surface structures were rebuilt; of them, seven were completely reconstructed. Six vital projects are now underway, among them the reconstruction of the bridges across the Narva and Pyarna.

In the past, most bridges were calculated for a stress of not more than 15 tons per axle. All rebuilt structures are designed to carry the heavy contemporary locomotives and cars.

In the period 1944-1946, all the sector repair shops were reconstructed. Many of them were fitted out with new equipment which has permitted the workshops to carry out a significant volume of work in the renovation of track structures.

In the repair shops, track men repaired about 170 kilometers of rails and 1,000 switches; rebuilt about 100 sets of switches; repaired or manufactured dozens of tons of spikes and other materials for surface installations.

Broad-gauge, heavy-type track now constitutes 40 percent of the System, instead of the one percent as of 1940. More than 40 percent of the main tracks have 1,600 ties per kilometer, instead of the former 1,360-1,440 per kilometer.

The rail and tie situation in narrow-gauge sector has been significantly improved.

Work carried out for the improvement of track economy has permitted the substitution of broad- for narrow-gauge tracks in many sectors which formerly restricted the train speed. This replacement made it possible to increase speed on all of the main lines. It has also permitted the removal of restrictions previously set up on the SU-series locomotives which had a load capacity of 18.3 tons per axle; passage of rolling stock with loads of 20 tons and more per axle is now permitted. The daily average shipping load on the system will approximately double by 1950. Notwithstanding the cited achievements in improvement of the track economy of the Estonian System, it will be necessary to improve the whole system to increase its traffic and freight capacity to the level called for by the plan.

Capital repairs, consisting of new heavy rails and reinforcement, must be performed on 150 kilometers of track, with 1,840-2,000 ties per kilometer maintained over this distance. Medium repairs on all trunk lines, both broad- and narrow-gauge, must be carried out, with special attention paid to creepage.

A vast amount of work in capital repair of surface structures remains to be done. The cost of this work will amount to 29 million rubles.

By 1950, 274 houses with a total of 75,000 square meters living space for housing workers and employees of the Railroad System must be built.

The System has begun construction of a powerful stationary

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tie-impregnation plant with a yearly output of 50,000 cubic meters of impregnated wood.

Repair shops, ballast and gravel plants, and other installations necessary for the successful fulfillment of transportation plans are being built.

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